

NEW SERIES No. 1508. 日三月初四六十二精光

TUESDAY, MAY 1, 1900.

二拜禮 號一月五英港香

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 23,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE, TOKIO, LONDON, NAGASAKI, NEW YORK.

LYONS, SAN FRANCISCO, HONOLULU, SHANGHAI.

BOMBAY, TIENTSIN, NEWCHWANG.

LONDON BANKERS:—THE LONDON JOINT STOCK BANK, LTD., PARKS' BANK, LTD., THE UNION BANK OF LONDON, LTD., HONGKONG AGENCY:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

S. CHOI,

Hongkong Manager.

Hongkong, 4th January, 1900. [11]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Paid up Capital £34,374

HEAD OFFICE:—HONGKONG.

Board of Directors.

Chan Kit Shan, Esq. | D. Gillies, Esq.

Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. [8]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON, PEKING.

CHIEFOO, PENANG.

CHINKIANG, SINGAPORE.

CHUNKING, SWATOW.

FOOCHOW, TIENTSIN.

HANWON.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sets Drafts and Telegraphic Transfers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 % per Annum. Fixed Deposits for 3 months.

4 " " 6 "

5 " " 12 "

E. W. RUTTER,

Acting Manager.

Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED ON CURRENT

ACCOUNT AT THE RATE OF 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

D. W. GILMOUR,

Acting Manager.

Hongkong, 14th April, 1898. [13]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$1,500,000

RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

N. A. SIEBS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq.

R. M. Gray, Esq. | D. M. Moses, Esq.

A. Haupt, Esq. | A. J. Raymond, Esq.

The Hon. J. J. Keswick, Esq.

R. L. Richardson, Esq.

H. W. Slade, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADDE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. M. BEVIS,

Acting Chief Manager.

Hongkong, 4th April, 1900. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. M. BEVIS,

Acting Chief Manager.

Hongkong, 20th March, 1900. [10]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask of 375 lbs. Net ex Factory.

\$2.80 per Bag of 250 lbs.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 8th February, 1900. [31]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Malacca	E. G. Andrews	Noon, 4th May	Freight or Passage.
SHANGHAI	Ballaart	C. L. W. Field	About 12th May	Freight or Passage.
LONDON, &c.	Chusan	C. T. Denny	Noon, 12th May	Freight or Passage.
YOKOHAMA	Rohilla	S. Toeque, R. N. R.	About 12th May	Freight or Passage.

* (See Special Advertisement.) † (Passing through the Inland Sea.)

‡ Via NAGASAKI and KOBE. § And MARSEILLES.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st May, 1900. [15]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS:

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ HEINRICH WEDNESDAY, 2nd May.

PREUSSEN WEDNESDAY, 16th May.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 30th May.

SACHSEN THURSDAY, 14th June.

OLDENBURG THURSDAY, 28th June.

RAEVEN THURSDAY, 12th July.

STUTTGART THURSDAY, 26th July.

KONIG ALBERT THURSDAY, 9th August.

WEIMAR THURSDAY, 23rd August.

PRINZ HEINRICH THURSDAY, 6th September.

HAMBURG, Hamburg-Amerika Linie THURSDAY, 13th September.

SACHSEN WEDNESDAY, 3rd October.

OLDENBURG WEDNESDAY, 17th October.

RAEVEN WEDNESDAY, 31st October.

STUTTGART WEDNESDAY, 14th November.

KONIG ALBERT WEDNESDAY, 28th November.

WEIMAR WEDNESDAY, 26th December.

ON WEDNESDAY, the 2nd day of May, 1900, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain H. Supper, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th April, Cairo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st May.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

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Today's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale: W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

NOTICE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st May, 1900. [536b]

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has this Day been REMOVED from No. 65, PEAK EAST, Marine-Lot 109, to Inland Lot 1,308, BOWINGTOM CANAL, near BRIGADIER HILL, ROAD BRIDGE and opposite LEE SEEN SUGAR REFINERY.

Hongkong, 1st May, 1900. [536b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE.

Captain J. Lünenschloss, will leave for the above places, TO-MORROW, the 2nd instant, at Noon.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., Agents.

Hongkong, 1st May, 1900. [536b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain Blaxland, will be despatched for the above port, TO-MORROW, the 2nd instant, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMEY & Co., General Managers.

Hongkong, 1st May, 1900. [536b]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain J. Sato, will be despatched for the above ports, on THURSDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1900. [536b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports, on THURSDAY, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPPRAK & Co., General Managers.

Hongkong, 1st May, 1900. [536b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"LOONGSUNG."

Captain Weigall, will be despatched as above, on FRIDAY, the 4th instant, at 1 p.m.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st May, 1900. [536b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above, on SATURDAY, the 5th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st May, 1900. [536b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above, on THURSDAY, the 10th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1900. [536b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR ILOILO.

THE Company's Steamship

"SHANTUNG."

Captain Sales, will be despatched as above, on THURSDAY, the 10th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1900. [536b]

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 1, 1900.

REUTER'S TELEGRAMS.

THE WAR.

ORANGE FREE STATE.

London, April 29th.

Reuter's correspondent at Aliwal North, 27th inst., says that there are still several small commandos, totalling one thousand, with five guns, at Smitfield and the lower Caledon district.

SHIPMENT OF TREASURE FROM THE TRANSVAAL.

A French steamer has shipped a million in gold at Lourenço Marques, consigned to Paris by the Banque Franche at Johannesburg.

THE JAPANESE PRINCE IN EUROPE.

Prince Kotolito has had a cordial interview with King Leopold at Brussels, and will lunch with His Majesty at the palace to-morrow. The Prince will proceed to London on Tuesday.

LATER.

THE WAR.

OMINOUS PREPARATIONS.

In view of contingencies, orders have been given to clear all hospitals in Cape Colony.

GENERAL HAMILTON SCORES.

It is reported that General Hamilton, while marching to Thabanchu, defeated a body of Boers with considerable loss.

BOERS MOVING NORTH.

Reuter's correspondent at Maseru, 25th instant, says that the Boers are taking cross country roads to the northward. Heavy firing was heard in the morning in the direction of Thabanchu.

THABANCHU BOERS DISPERSING.

Reuter's correspondent at Bloemfontein, 28th inst., says that the commandos round Thabanchu are dispersing singly to their homes. Many who had previously sworn allegiance declare that they were compelled to fight. Intercepted letters prove that many of the submissions were a dishonourable device to enable the creation of trouble from the rear.

LATER.

GENERAL POLE-CAREW'S DIVISION.

General Pole-Carew's division has arrived at Bloemfontein.

THE PEACE DELEGATES.

The Boer peace delegates, without visiting any further European Capital, are sailing in the *Jersey*.

ACCIDENT AT THE PARIS EXHIBITION.

A bridge in the grounds of the Paris exhibition collapsed, and falling on a crowd below, killed seven and injured many.

WEATHER REPORT.

The Observatory report says:—

On the 1st at 11.33 a.m. the barometer has fallen generally. Pressure remains high over Japan, and a depression seems to be forming between the E. coast of China and the Loochoos. Gradients slight on the China coast. FORECAST:—Moderate or light E. winds; fair.

WEATHER REPORT.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

BIRTHS.

On the 1st May, at No. 3, Des Vaux Villas, Mount Kellett, Peak, the wife of O. VON DER HEYDE, of a son. [536b]

On the 6th of April, at Chingding, West China, the wife of LEONARD WICHAM, J.A., Friends' Mission, of a son, who was named ARNOLD HENRY.

At Shanghai, on the 26th April, the wife of E. GREEKE, of a daughter.

MARRIAGE.

On the 6th of April, at the Union Church, Shanghai, by the Rev. C. E. Darwent, M.A., W. T. WATTS EVANS to MAHIE WILLIAMS, daughter of Mrs. Pearson, Shanghai.

DEATHS.

We should like to call the attention of the Sanitary Board to the fact that the two urinals in the premises of the Wharf and Godown Company, at Kowloon, are still in existence. The one in Chater Road is at present in a half demolished state and is, if possible, more of a nuisance than ever.

On the 20th of April, at Chefoo, Mr. PAUL GENIN, in his fifty-first year, of pneumonia.

An epidemic of typhus fever in England has recently been traced to the use of celery grown on some sewage fertilized ground. As it occurred in an institution, it was very easy to trace the cause. Owing to the peculiar nature of the stems, it is very easy for them to become saturated with fertilizing material.

ACCORDING to the account of a prisoner, who recently got his discharge from Pretoria, the guards on duty at the race course in the Transvaal capital are the dregs of the Boer fighting strength. They are, he says, kept in constant terror by threats from our Tommies, to "go for the lot" with their fists and take over the town.

We should like to know if the dust boats are supposed to chuck their cargoes overboard at the entrance to Gindrinkers Bay? We have seen this being done on more than one occasion and an inspection of the shores of Pillar Island and the other small island in the vicinity will show that a good deal of the contents of the boats finds its way into the water.

THE new iron Pedder's Wharf is now growing apace and we hope to soon see it completed and in use, for the present wooden structure is not at all adequate to the traffic. We note, however, that the first section of the Wharf has been built of granite, and we fear that the resistance offered to the waves by this portion will cause a nasty set to knock up in rough weather and render landing somewhat uncomfortable.

THE British War Office has been testing for the last two years a new electrical range-finder. It was invented by an Australian. It will give the range and bearing of a fixed or moving object and will give information to any number of fortress guns attached by wire to the instrument. We wonder how much longer the War Office will require to ascertain the merits of the invention. Two months would have been amply sufficient. [Ed. H.K.T.]

We wonder that one or other of our local engineering establishments has never thought of turning out a few small launches to be propelled by engines driven by kerosine. Small boats of this description can be turned out in America for about \$200 (gold) each and, with the cheap labour available here, we do not see why they could not be constructed and sold at a much lower figure than that. We make a present of our suggestion to whosoever cares to take it up.

THE new road from the Tramway to Magazine Gap is seemingly to become popular as a residential quarter, for we notice several houses in course of erection upon it. Certainly, the tramway has made the Peak and now the Peak is showing its gratitude by making the tramway. This being so, it is not reasonable to suppose that a tramway or light railway running into the New Territory would be equally effective? A start will have to be made some day, why not begin now?

THE Chinese manure pit does not wear a savoury appearance. Neither does Chinese pickled cabbage, especially when it is being pickled in a manure pit. The other day we noted one of these pits which, in addition to the manure, contained a very dead dog. On passing the same pit a few days later we were surprised to find the owner salting cabbage in it. That man should certainly be worth a small fortune to the local undertakers, from the impetus he will give to pit diseases.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

MELCHERS & CO. \$50
W. G. HUMPHREYS & CO. 25
PALMER AND TURNER. 25
SIR J. W. CARRINGTON, C.M.G. 20
LAURENCE WEGH & CO. 20
SALIO WEGH. 20
W. H. PERCIVAL. 20
THE MEDICAL HALL. 20
P. F. TALATI. 20
ASGAR & ESMAL. 20
CAMPBELL, MOORE & CO. 20
T. SERCOMBE SMITH. 20

THE pine-apple plantations in the Tsin Wan Valley are being rapidly extended and, to all appearances, there should be a very good crop this season. There should certainly be a good opening for a pine-apple canning establishment such as exists in Singapore. Why not, should Hongkong go in for the manufacture of fibre and other fabrics from the fibre of the pine-apple? In the same valley there is also a very fine pine orchard and, if the crop is at all commensurate to the blossoms in evidence the other day, a large addition to the fruits appearing in the market should result. Tsin Wan valley is by no means the show place of our New Territory either, for the fertility of the valleys situated on the far side of the Kowloon Range is, after the barren sterility of Hongkong, surprising. The only pity is that the Chinese appear to be particularly anxious to accomplish the deforestation of the whole country with the greatest possible rapidity.

In France meat unfit for food and bodies of animals that died of disease are exclusively used for the manufacture of super-phosphates, says *The Sanitarius*. The meat is placed in a vat containing sulphuric acid, which separates the resulting nitrogenous product from the fat. The dead animals are thrown whole into the covered lead-lined vats full of sulphuric acid. If they have died of anthrax or glanders they are cut up before being thrown in. In forty-eight hours, the fat alone remains, and the animalized sulphuric acid, which is now so rich in nitrogenous substance, is drawn off and sent through an underground conduit to the super-phosphate factory. Instead of the unsanitary method of burying such putrid substances directly in the ground they are effectually disposed of by the complete destruction of the injurious germs, and the product is a valuable fertilizer. [Rats might, however, be destroyed by the same method in Hongkong although we have no use here for super-phosphates.]—Ed. H.K.T.

THE KING LIEN-SHAN CASE.

(From Our Own Correspondent.)

MACAO, 30th April.

It is impossible to give you a report of the King Lien-Shan case, as the whole of the evidence is being taken in Chambers and no others, except the persons concerned in the case, and the consuls of both parties, are allowed to be present. It is, of course, useless to attend the trial of the various witnesses, at second hand from the reports in circulation.

Three witnesses came from Shanghai to give evidence against King Lien-Shan. The first is Chou Nan-pong, Technical Superintendent of Telegraphs in Shanghai. He is an educated man, having been in America and was one of the officers appointed by the Director General of Telegraphs, Sheng, to examine the account of the accident when the after-dinner from Shang-

HONGKONG GENERAL CHAMBER OF COMMERCE.

garded as dangerous were included in that category in the Dangerous Goods Amendment Ordinance, and the suggestion made that these goods should be continued to be excluded from the list, this suggestion was adopted by the Government. I have already referred to the Arms and Ammunition Amendment Ordinance, which was very strongly criticised by those interested in the trade and also by the public, and the original draft of which on the representations of this Chamber experienced considerable modification before the Bill was passed.

Last year we were subjected to all the restrictions and annoyances of being declared an infected Port, which continued through the summer months, and it is a subject of great regret that we should find ourselves in a similar predicament again this year. The problem of how to succeed in stamping out the plague has still to be solved, although amelioration can undoubtedly be secured by strong sanitary measures. The loss caused annually to the trade of the Port from this disease is enormous.

The revival by the Canton Government of the farm for the collection of the Lekin in Kwong-Tung naturally led to expectation of all the abuses which attended the last monopoly, and the Chamber accordingly addressed Her Majesty's Consul at Canton on the subject. Mr. Mansfield, with his usual promptitude, had already made a protest to the Viceroy against the establishment of the Lekin Farm, and although that official did not admit that the Farm was an infringement of Treaty Rights he issued stringent orders against any abuse of their position by the farmers, apparently with some success. The principle of these monopolies is, however, distinctly opposed to the spirit of the Treaties, and their establishment cannot be too strongly deprecated.

That ancient grievance—it is a quarter of a century old—the levy of preferential duties on junk-borne cargo by the Hoppo of Canton, has again come to the front and drew from this Chamber a fresh and strong appeal to Her Majesty's Representative at Peking. Your Committee upon this occasion, as a last, resource strongly recommended the abolition of the dual system of Customs in the Two Kwangs, and Mr. Bax Ironside (then in charge) admitted that it would go to the root of the evil, but was himself naturally unable to move directly in the matter. He left the suggestion however before the Foreign Office and I sincerely hope that when a convenient time arrives this grain of mustard seed will develop into a goodly tree, and produce that fiscal reform which is so badly needed.

When I was given out with great éclat by Lord Curzon in the House of Commons that China had granted the right of Navigation of the Inland Waters to Foreign vessels, it was little imagined that this concession would be turned into a farce by the interpretation placed upon the regulations by the Imperial Chinese Customs, but this is unfortunately the case and, as far as the West River is concerned, foreign steamers have not benefited in the least, and the expected development in trade from the opening of the Waterways of South China to Steam Navigation has not been realized. This has naturally caused great disappointment and loss to the large shipping Companies who have been induced to construct craft specially for the River Service and who have appealed in vain for a reasonable interpretation of the Regulations which would enable them to benefit by the so called concession. I trust that agitation upon this subject will be kept up in Parliament and elsewhere until the Chinese Government are induced to act up to the spirit of the arrangement instead of to the letter only.

A further interference with the development of trade in the Two Kwang has been the outbreak of lawlessness and piracy under the misrule of the late Viceroy, who, was probably the worst ruler these provinces have had for many years, and who allowed this state of affairs to increase to such an extent that now it has become so organized that it will require extensive measures to successfully cope with it. The attention of the Chamber was first called to the subject by the attacks on the silk trade in districts not far from Canton, and a telegram was despatched early in August to the London General Chamber of Commerce pointing out the unsettled state of the provinces, the unreliability of the Viceroy, the interference with trade, and need of more gunboats to protect our interests on the West River. We have to thank the London Chamber for at once bringing the matter before the Foreign Office, but I regret to say that the only outcome was the placing of the old *Taewei*, and a torpedo boat as a reinforcement to the little *Sand-piper* on the West River, although this Chamber represented strongly to the Hongkong Government the inadequacy of such a force to do anything to really stem the evil. I think it most unfortunate that the home government did not see fit to take a serious view of the matter, instead of practically merely looking on, and doing nothing substantial to assist in preventing this crying evil from reaching its present proportions. The latest stage is that all steamers are recommended to keep to one particular Channel of the West River entrances which can be specially protected in the centre of its area.

THE CHINESE CUSTOMS IN KOWLOON.

The above measure as first presented to the Legislative Council called forth a good deal of hostile criticism both from those interested in the trade and from the public, and a letter was addressed to the Chamber by the firms engaged in the trade suggesting that it should be referred to that body for consideration and suggestions. Correspondence with the Government ensued, and an exhaustive memorandum on the Bill prepared by its opponents was sent in strongly supported by the Committee. The Bill after some opposition on the amount of the licence fee, was passed by a majority. (Appendix P.)

THE SYSTEM OF FINES FOR SMUGGLING.

Great complaints having been made, early in the past year, of the practice resorted to in Saigon by the Customs Authorities of giving rewards to informers for the discovery of opium on board steamers arriving from Hongkong out of proportion to the value of the drug confiscated, followed by the infliction of crushing fines, representations were made to the local Government on the subject, who not only passed an Ordinance making it penal for any person to conceal opium on board of any ship, but represented the case to the Imperial Government, by whom it was referred to Paris, where it was, at last information, being considered. As no further complaints of confiscatory measures at Saigon have been received, the Committee hope that either the system has been abandoned, or that it is worked with more moderation.

THE INFLUX OF CANTON SUBSIDIARY COINS INTO HONGKONG.

Complaint having been made of the Colony being flooded with tokens produced at the Canton Mint of a somewhat inferior value to the Hongkong subsidiary coins, to the loss of the native tradesmen as well as to the detriment of the Colonial revenue, the matter was taken up by your Committee, in deference to whose representations the Governor appointed a Commission to inquire into the question and report thereon. The Commission, on which your Committee was fully represented, met and discussed the question, with the result that they recommended in their report that an ample supply of Hongkong subsidiary coins should always be kept in the Colony, but that it being the only legal tender, restriction or prohibition of the Canton coins was unnecessary and impracticable.

THE LEKIN AUTHORITIES AND BRITISH CRAFT ON THE WEST RIVER.

In May last year, in case of unwanted interference by the Lekin officials with British owned vessels plying on the West River was brought to the notice of the Committee, but as the matter had been placed in the hands of the British Consul at Canton, there seemed no ground for the Chamber's intervention. (Appendix S.)

PREFERENTIAL DUTIES ON JUNK-BORNE CARGO.

This perennial grievance came up with fresh aggravation in the middle of the year, further cargo having been diverted from the Steamboat Companies by the action of the Hoppo in lev-

ing preferential duties on shipments by junks. Fresh representations strongly worded were accordingly addressed to Her Majesty's Representative at Peking, to whom the utter futility of asking for documentary proof of the methods employed by the Hoppo was demonstrated, and the desirability of demanding the abolition of the Native Customs and the whole collection to be confined to the Imperial Maritime Customs strenuously insisted upon as the only cure for the evil. The Minister, while admitting that this proposal went to the root of the evil, intimated that it would involve such widespread consequences that he must refer it to Her Majesty's Secretary of State for Foreign Affairs, and nothing further has, as yet, been heard on the matter. (Appendix T.)

THE REDUCTION OF CABLE RATES.

The question of the reduction of the tariff of charges for telegrams between the East and Europe has again come to the front and has engaged much of the attention of your Committee, who have passed resolutions on the subject, laid them before the Government and the Telegraph Companies and circulated them widely among the various Chambers of Commerce, seeking the co-operation of the latter in the attempt to secure a reduction of these rates. The Telegraph Companies, on their part, say that they have addressed the Imperial Government proposing a general lowering of the tariff, under certain conditions. Your Committee, however, urge that in any case, the Telegraph Companies can afford to make a substantial reduction in rates, and that they would eventually be repaid by the increase in the traffic that would ensue if the cost were reduced to a point that would render it possible for the public to make more frequent use of the cable.

THE WORKING OF THE HONGKONG POST OFFICE.

Thanks to sundry improvements in the internal arrangements of the Post Office and the efforts of the Postmaster General, the complaints against the working of the Department have been greatly reduced, but the need for a new building for its accommodation has in nowise abated; on the contrary, owing to the continually increasing amount of correspondence, it has become more pressingly felt. The Committee, in November last, at their monthly meeting, passed a resolution urging the Government to proceed immediately with the erection of a new Post Office, and with the re-organization of the staff on a more liberal scale than that now existing. The question is under the consideration of the Government, and it is hoped that consideration may soon give place to action.

THE PIRACIES IN THE TWO KWANG.

In Peking in the interior of the Kwang provinces

assumed such startling proportions last summer that the deliveries of silk were seriously interfered with trade generally in the West River districts was obstructed, the navigation of the river rendered perilous by all large steamers, and a general sense of insecurity induced by the daring robberies and outrages of almost daily occurrence. Representations by importing firms were in consequence made to this Chamber setting forth lists of outrages and praying that something be done to put a stop to the continuance of these raids and robberies. Urgent appeals by telegraph and letter were therefore made to the London Chamber of Commerce, to the British Minister at Peking, and to the Colonial Government, begging that Her Majesty's Government would despatch a flotilla of small gunboats to safeguard the inland waterways of South China. In response to these, the *Tweed* and a torpedo-boat were ordered to reinforce the *Sand-piper*, which had been some months on the West River, but although these boats may have had some influence in their immediate neighbourhood, no evidence is forthcoming of their having any effect on the general situation, which has become more and more intensified until blackmailing is now a recognized condition in many trades and the whole watershed is more or less in a state of insecurity.

It is unnecessary to dwell upon the disastrous effect such a state of affairs must have upon trade generally, and the disorganization of all its branches thereby preventing its natural development. (Appendix V.)

AMOY AND THE FORMOSA TEA TRADE.

The Formosan Government having notified

its intention in July last to impose a duty of yen 1.60 per picul on tea exported from Formosa to foreign countries, whilst tea exported to Japan would be free of duty and could also be shipped thence abroad free, this step being taken with the obvious intention of diverting the export of the Formosan leaf from its accustomed channel.

Amoy, a protest was made by the Chamber of Commerce at that port on the subject to the British Minister at Tokyo, and the co-operation of this Chamber invited. Your Committee, sympathising with the Amoy, Chamber, addressed a representation to the British Minister at Tokyo, a copy of which was also transmitted by the local Government to the Colonial Office, and the matter has been referred by Sir Ernest Satow to the consideration of Her Majesty's Government (Appendix W.)

THE PROPOSED BOARD OF CONSERVANCY FOR THE WHANGPO RIVER.

A scheme for the establishment of a Board of Conservancy for the Whangpo River has

been formulated by the Shanghai Chamber of Commerce, and the correspondence with covering letters has been submitted to this Chamber both by that Chamber and by the local Government. In reply your Committee have expressed their sympathy with, and approval of, the proposal and expressed the hope that the Colonial Government would give its cordial support thereto on general principles, as the vexatious detentions now caused to shipping at Shanghai constitute a burden on trade with the Far East.

THE INTERNATIONAL COMMERCIAL CONGRESS AT PHILADELPHIA.

This Congress, which was held at Philadelphia, U.S.A., in October, was very successful.

Mr. A. M. Townsend, the New York Agent of the Hongkong and Shanghai Bank, attended as delegate for this Chamber, and made an interesting speech on "China Day" (October 18th), in which he emphasized the great importance of the American Government adopting a liberal commercial and fiscal policy in the Philippines. Other speeches by representatives from the Far East were made on various subjects of interest, and an account of the proceedings with the correspondence thereon will be found in Appendix V.

THE CHAMBER AND THE PHILADELPHIA COMMERCIAL MUSEUM.

This Chamber, its Chairman, and Secretary

have been admitted to honorary permanent

membership of the Philadelphia Commercial Museum, and this compliment has been reciprocated by the election of honorary correspondents of this Chamber of the Museum, of its Director (Dr. Wilson), and its Chief of the Foreign Department (Mr. Wilfred H. Schoff), and diplomas exchanged.

THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Chamber having been invited by the

organizing Committee of the above Congress to send delegates to attend that meeting to be held in London in June next, your Committee have nominated Sir Thomas Jackson and the Hon. T. H. Whitehead to represent the Chamber, and it has been arranged that they will propose resolutions dealing with the navigation by foreign steamers of the Inland Waters of China, the reduction of Cable Rates, and fresh Marine Surveys in Eastern Seas. (Appendix Z.)

HONGKONG AND THE CANADIAN PREFERENTIAL DUTIES.

It having been brought to the notice of the

Committee by the Agent of the Canadian Pacific Railway that this Colony has been, apparently by an oversight, omitted from the list

of those Colonies named by the Dominion Minister of Customs as entitled to participate

in the benefits of the British preferential tariff,

whereby trade in certain goods formerly sent

through Hongkong has been diverted, representations have been addressed to the Colonial Government praying that the omission may be

brought to the attention of the Secretary of

State for the Colonies, with a view to securing

the advantage to which, under the Tariff Memorandum, Hongkong is clearly entitled. (Appendix Z.)

THE GENERAL COMMITTEE.

Since the Committee was elected at the last

annual meeting, the only changes during the

year 1899 have been the resignations of the

Hon. J. Bell-Irving and Mr. W. Poate, whose

places were taken respectively by the Hon. J.

Keswick and Mr. Herbert Smith. The Com-

mittee has, however, quite recently lost four

members—Mr. A. M. Gochrie, the Vice-Chair-

man, having left the Colony, and Sir Thomas

Jackson, Mr. H. A. Ritchie, and Hon. T.

H. Whitehead having gone on leave.

MEMBERS.

The roll of members has again considerably

increased during the past year. The Chamber

has lost three members two by death, viz.

Messrs. Granville Sharp and H. J. Holmes, and

one by resignation—Messrs. Bellios & Co., who

have discontinued business. In Mr. G. Sharp

the Chamber has lost not only an old member,

whose experience and knowledge of the Colony

were exceptional, but also its readiest debater.

The following have been admitted to membership, subject to confirmation, at the annual meeting:—Mr. W. S. Bailey, The Extension

Australasia and China Telegraph Co., Ltd.

Messrs. McGregor Brothers and Gov. Mr. D.

Haskell Mr. R. C. Wilcox, Messrs. L. Sculford

Co. & Banker & Co., Wendt & Co., Mr. Leon

A. Levy, Messrs. U. Nervega & Co. Dr.

Jordan, The Deutsche Asiatische Bank, The

Imperial Bank of China, Messrs. Hock Jacob

& Co., and H. Price & Co.

FINANCE.

The accounts for the year ended 31st

December, 1899, as usual, has been audited by

Messrs. J. Thurlow and J. V. Vernon. The

balance at credit of the Chamber, after purchase

of four debentures of the Hongkong Hotel

Company of \$500 each and transferring \$720 to

Deposit Account, was \$678.26. The Reserve Fund stood at \$10,000, of which \$8,000 is on

deposit in the Hongkong and Shanghai Bank and \$2,000 is invested in Debentures. The Pinnacle Rock Fund has been further increased by the accruing interest for the year and now stands at \$3,369.64.

HONGKONG AND WHAMPoa DOCK RETURNS.

Ida *et al.* 1,000

U.S. Monterey 1,000

Zaire 1,000

St. Irene 1,000

Progress 1,000

Taiyuan 1,000

D. Juan d'Austria 1,000

Independent 1,000

Decauville 1,000

Shipping.

Arrivals.

PRINZ HEINRICH, German steamer, 3,902, H.

Supper, 30th April—Yokohama 21st April,

and Shanghai 28th; Mails and General—

Melechis & Co.

YUEN-SANG, British steamer, 1,128, P. Rolfe,

R.N.R., 1st May—Manila 28th—Jardine, Matheson & Co.

BENALRIC, British steamer, 1,454, Krotte, 1st

May—Singapore 14th April—General—

Gibb, Livingston & Co.

HAITIAN, British steamer, 1,183, J. S. Touch,

Auction.

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY,
situate on
THE NEW PARVA, DESVREUX ROAD
and
GILMAN STREET,
Being the Reclamation of Marine Lot No. 55,
at Victoria, Hongkong,
to be Sold by
PUBLIC AUCTION,
in 13 Lots,
on
SATURDAY, the 12th May, 1900,
at 2.30 P.M.,
at his AUCTION ROOMS, DUDDELL STREET,
by
MR. GEO. P. LAMMERT,
Auctioneer.

Lot No. 1—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area 1,260 square feet.
Annual Crown Rent \$25.

Lot No. 2—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.

Lot No. 3—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.

Lot No. 4—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.

Lot No. 5—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$25.

Lot No. 6—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.

Lot No. 7—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 871 square feet.
Annual Crown Rent \$14.

Lot No. 8—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$14.

Lot No. 9—All that piece of ground intended to be registered in the Land Office as section I of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$25.

Lot No. 10—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.

Lot No. 11—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$15.

Lot No. 12—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.

Lot No. 13—All that piece of ground intended to be registered in the Land Office as the Remaining Portion of the Reclamation of Marine Lot No. 55 area 1,260 square feet.
Annual Crown Rent \$24.40.

For Further Particulars, apply to
C. EWENS,
Solicitor for the Vendors,
or to
GEO. P. LAMMERT,
Auctioneer.

Notice of Firm.

SALAMANDER FIRE INSURANCE CO.

NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.

HOTZ, SJACOB & CO.
Hongkong, 31st March, 1900.

[422b]

For Sale.

FOR SALE AT TIENSIN.

NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the bund. The Premises consist of a Six-roomed Bungalow. Three Large Godowns, one with a double storey and flat roof suitable for drying purposes, Compradore's Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c. down contains a Hydraulic Press, Engine, &c.

For particulars apply to
J. T. SKOTTOWE,
Land, Estate, and General
Commission Agents,
Tiensin, North China.

Hongkong, 9th April, 1900.

[466b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.
Hongkong, 28th May, 1897.

[10]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAI.
GROUND FLOOR, 52, PEEL STREET,
"THE RETREAT"—MOUNT KELLET,
5, RYDON TERRACE.

Also
A GODOWN at PRAYA, EAST.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 17th April, 1900.

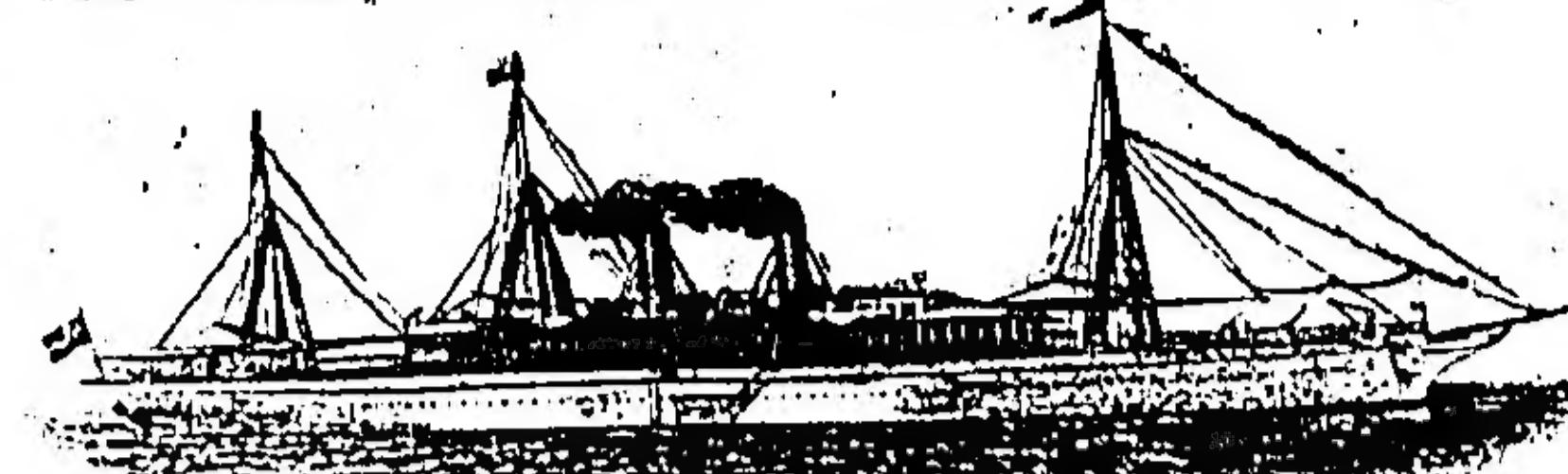
[11]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR, STREET,
TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1898.

[19]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1900

1901

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
"Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots."

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 16th May.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 6th June.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM MONTREAL, QUEBEC, HALIFAX, NEW YORK and BOSTON with ALL TRANS-ATLANTIC LINES, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 25th April, 1900.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Queenslander... 2,832 | F. McNair... 1 May to
Duke of Fife... 3,821 | J. S. Cox... 15 May to
Victoria... 3,562 | Panton... 1 May to
June 2

STEAM FOR
STRAITS, Ceylon, Australia, India,
Aden, Egypt, Mediterranean
Ports, Plymouth and London.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. T. Denny, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 12th May, at
Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 28th April, 1900.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Monmouthshire... 2,874 | W.A. Evans... 1 May to
Irrawaddy... 3,601 | W. Watt... 1 June to
July 14

Monmouthshire... 2,874 | W.A. Evans... Aug.

THE attention of Passengers is directed to
the very cheap rates offered by the Line
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Cabins
DOCTORS and STEWARDESSE carried.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the
American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Constitutive Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port
Land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the
day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 30th April, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS;

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doris (via Shanghai), Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu.

Coptic (via Shanghai), Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu.

Gaelic (via Shanghai), Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU.

On WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
RAILWAYS in the United States have between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE, and other
direct connecting Railways and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officers in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcels

Packages will be received at Office until 5 P.M. same
day; all Parcels Packages should be marked to
address in full; value of same is required.

Consignor Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

Passenger Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 1st May, 1900.

Agents.

Hongkong, 1st May, 1900.

128

DEATH OF SIR NICHOLAS JOHN HANNEN.

SHANGHAI, April 27th.

It is with extreme regret that we have to record the death of Sir Nicholas J. Hannen, which sad event took place just after eight o'clock last night. Sir Nicholas had been ill for some time and for the last two weeks the state of his health has caused grave anxiety. At the commencement of this week his condition became very serious, and anxious enquires have been made day after day by many, both at his residence and at the Supreme Court. A few days ago it was thought an improvement had taken place and a glimmer of hope as to his ultimate recovery soon spread abroad, but the following day it was reported that he had had a relapse during the night and on Wednesday his recovery was considered doubtful. Yesterday towards the end he became unconscious and about 8.15 last evening he quietly passed away. We do not know of one who was more universally loved and respected in China than Sir Nicholas, and it seems hard to realize that we shall never see his kindly face and portly figure again. It seems so sad too to think that his official labours were about to end and that next month he had intended to retire from the service he had served so well, and to enjoy the rest he had so honourably earned. We join with the whole of Shanghai in offering our sincerest sympathies to Lady Hannen and Miss Hannen as well as to the son and daughter at home.

Sir Nicholas John Hannen was created a Knight Bachelor in 1895. He has been Chief Justice of the Supreme Court for China and Japan since 1891. He was born in 1842, and was therefore nearly fifty-eight years of age. He was educated in the University College, London; made B.A. in 1864, a barrister in 1866; practised in his profession for some time in Shanghai; was Acting Deputy Judge of Volksgericht from 1871 to 1874; was Crown Advocate at Shanghai in 1875; was Consul-General and Chief Justice from 1891 to 1897, since which time he has held the post of Chief Justice.

To enumerate all he has done for Shanghai and the different associations he has been connected with is an impossibility. All we can do is to simply say he was beloved amongst both high and low. He was kindness itself, and no one sought his help in vain. The Funeral Service will take place at Trinity Cathedral on Sunday, at 9.15 a.m., and afterwards at the Crematorium.

The flags of the various Consulates, the Curions, the hongs, and also on all of the men-of-war and shipping in the harbour were half-masted to-day as a mark of respect for the deceased.—*Mercury*.

WAR NEWS BY WIRE.

LONDON, April 7th.

The fact that the British force at Bloemfontein is unable to cover a radius of thirty miles either north or south, and also General Gaucare's inability to trace the Bethulie Commando after the Reddersburg reverse, prove the absolute breakdown of the cavalry. Indeed, one squadron is reported to have mustered only five horses in condition. Fortunately, fresh mounts are now beginning to arrive at headquarters in large numbers. Ten thousand horses, coming from South America, are expected to land at Cape Town this week.

Accounts of the affair near Bethulie are scanty. It is presumed that the British regiments were detached from General Gaucare's force for the purpose of holding the railway. They had no guns; yet they neglected to throw up trenches against the enemy, who were numerous and armed with four or five guns. It is alleged that General Oliver commanded. A force of Hussars, which were travelling from Norval's Pont to Bloemfontein at the time, were diverted at Edenburg in order to assist. The result is unknown.

The newspapers speak in most deprecating terms of the lack of resource among the British officers generally, and demand that Lord Roberts should issue precise orders, enjoining field entrenchments and adequate scouting. It is foreseen that the remainder of the campaign will consist of small actions.

At Mafeking.

Reuter's despatch from Mafeking, dated the 27th March says that at sunrise to-day the enemy opened the most furious bombardment of the siege from seven guns including a hundred-pounder. The Boers advanced to attack on two sides, but were repulsed. The garrison manned all forts in the outlying positions in expectation of a final grand attempt to reduce the town before the arrival of the relief columns from the south and north.

Reuter's despatch from Gaberones, dated 1st, says that Colonel Plumer, with 270 men and a Maxim, arrived at Ramathlappa, and followed the railway south to within six miles of Mafeking. The enemy appeared in strong force on both flanks and tried to encircle Colonel Plumer's force, who held their ground firmly for over an hour, and then retired in good order to Ramathlappa, fighting the whole ten miles. They then returned to their base. The British lost three officers and seven men killed; and three officers and 24 men wounded, and eleven missing. The enemy's loss was serious.

Reuter's despatch from Gaberones, dated 9th, says: "The Boers practically hold the Free State east of the railway. The enemy is located twelve miles east of the Bethulie Bridge, having evidently come down country after capturing the Irish Rifles and Northumbrian at Reddersburg."

An important development of the situation is the warlike attitude of the Basutos, whose impious are preparing to repel the Boers. The latter are said to have made several foraging raids into Basutoland in their march from Ladysmith to Weepener.

April 8th.

Many Frenchmen are among the prisoners captured by Lord Methuen at Boshof. There is excitement in Paris regarding them, and especially regarding the death of General Vilébois. It is proposed to name a street in Paris after him.

April 9th.

Reuter's wire from Aliwal North on the 7th says: "Four companies of the Irish Rifles and two companies of Volunteers arrived from Rouxville last evening, covered by two squadrons of the Border Horse sent out by General Braam to prevent the enemy frustrating the movement. Lieut. Boisney and two men of the Border Horse are missing, and the enemy had two killed and one wounded in the rearguard action."

At Reddersburg.

A Central News message states that at Reddersburg the Boers were aware that the British were not supplied with guns. The enemy, therefore, kept out of range until the Irish Rifles' ammunition was all expended. Relief was hopeless, but the troops fought magnificently, with no thought of surrender.

Further details of the unfortunate reverse at Reddersburg speak of the heroic gallantry of the captured companies of Irish Rifles and Volunteers. They occupied rising ground, and were completely surrounded on all sides by overwhelming forces of Boers. The order to surrender was indignantly

repelled, and the little band of heroes prepared to sell their lives dearly. The resistance made was desperate as long as the ammunition lasted. They were twenty-four hours without food and without water, exposed to the fierce tropical sun, more exhausting even than the tireless bombardment of the enemy's big guns. The Irish soldiers and Colonial Volunteers bravely held their ground until at last their ammunition gave out, and then surrendered because imperative to escape complete annihilation. The Boers, when making the remnant prisoners, expressed the highest praise of the marvellous courage displayed during that fearful night.

The special correspondent of the *Times*, describing the ambuscade at the Waterworks, says that Colonel Bradwood's men were driven into the drift like partridges to guns. The Boers directed the drivers to points to which to take the wagons, in order to prevent a suspicious block. An eye-witness states that it was like entering a cloak-room. The Boers politely took your rifle, and asked you to step aside. Never was a surprise so skillfully planned or so thoroughly executed.

THE PLAGUE.

Cases reported to 30th ultimo 112
Do. do. during past 24 hours... 5
Total... 117

Deaths reported to 30th ultimo 96
Do. do. during past 24 hours... 4
Total... 100

SHIPPING REPORTS.

Captain P. Luneschloss, of the steamship *Hamburg*, from Bremenhaven and Singapore, reports—All well on board.

Captain P. Rolfe, of the steamship *Yuensang*, from Manila, reports—Moderate N.E. breeze and sea, fine, with passing clouds.

Captain F. McNair, of the steamship *Queen Adelaide*, from Saigon, reports—Strong N.E. W.E. winds and heavy sea throughout.

Capt. P. W. B. Lake, of the steamship *Taihang*, from Shanghai, via Swatow, reports—Brisk Northerly winds and fine weather to Swatow, and fresh E.S.E. winds to port.

Captain J. S. Roach, of the steamship *Haitan*, from Foochow, Amoy and Swatow, reports—Foochow to Amoy, Swatow and Hongkong, light N.E. to S.S.E. breeze and following sea. Vessels at Foochow on the 27th ulto:—None. At Amoy on the 28th:—*Bellerophon*, *Jason*, and *Sing Long*. At Swatow on the 30th:—*Tai-cheng*, *Fookang*, *Taiwan*, *Foochow*, *New-chung*, *Loktang*, and *Avogadro Maru*.

STEAMERS EXPLAINED.

Names.	From.	To.
Tamba Maru	Japan	To-morrow
Attaon Apcar	Singapore	May 3rd
Diomed	Singapore	May 3rd
Sarnia	Singapore	May 4th
China	Japan	May 5th
Empress of Japan	Japan	May 10th
Doris	San Francisco	May 15th
Hirashima Maru	Bombay	May 18th

We would direct the attention of shipping firms to the article in which "Ships Explained" and "How to Ship Goods" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest published information every day.

PASSED, THE CANAL.

Outward—29th April—*Antenor*, *Benedict*, *Sachsen*, *St. Mary*, *Almud*, *Branch*.

Homeward—21st April—*Savela*, 25th April—*Culcas*, *Paramatta*, *Sydney*.

Arrivals at Home—25th April—*St. Muri*, *State of Maine*, *Sarpedon*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F.	Marshall, F. R.
Alao	Matsuura, J.
Abdelhoosen	Mathew, C. P.
An Tee	Mingotan, C.
Acenolis, D.	Meissel
Austin, Lieut.-Col. G. B.	Mary, L.
Adams, Miss C. A.	Martin, E. M.
Among, E. N.	Martin, R. R.
Aldenberg, L.	Maung, Sein
Abraham, H.	Milford, J.
Aron, D. J.	Morland, C. H.
A. B. C.	Menier, Miss R.
Buckley, P.	Molesworth, T. D.
Brown, Brothers N. P.	Mari, M.
Blake, D. H.	Millett, F. D.
Breed, Dr. R. M.	Morris, J. F.
Bee, H.	Meonius, E.
Buggard, G.	Mama Singh
Bowl, M.	Madar, F. S.
Blum, Mrs.	Monlim, R.
Brewer, Mrs. M.	Muller, M.
Bracke, G.	Mutsumato
Burden, R. A.	Morland, D. C.
Bruce, Mrs.	Meyer, H. B.
Banister, D. R.	Menta, E. H.
Budgen, J. W.	Mostyn
Baeson, B. D.	Mansfield
Baker, W.	Martes & Co.
Basto, C.	McRoe, J.
Barrett, J.	McFellon
Boyle, Mrs. L.	McCall, J. T.
Baker, Coley H.	McKerrow
Blake, R. E.	McLemore, P.
Bulchinson, W.	Mathews, Miss
Bland, H. F. B.	Mallone, Mons.
Bochum, G.	Meadows, W.
Brierty, J.	Munro, Miss A.
Beeles	Mackinlay, E.
Barkle, T. M.	Macrae, D. G.
Chung-le, W. P.	Miller, G.
Cater	Moor, C.
Galder, W.	Mcigan, J.
Charles, Mrs. J.	McLone, A.
Cassy, M. J.	Mulrone, R. J.
Campbell, W. E.	Murkios, P.
Ching Bit Sung	Milner, F. S.
Chinoy, D. N.	Milner, Mrs. I.
Clark, A. F.	Naguava, I.
Cuswick, D. J.	Nagan, E. J.
Cunnings, Miss M.	Nasumoff
Citro, Mrs. O.	Ogden, A. C.
Cagence, L.	Osorio, S. D. A.
Colbert, A.	Owen, Rev. W. C.
Connor, L.	Okane, Miss M.
Champion, J. F.	Onslow, Miss M.
Ceresole, L.	Oveido, F.
Charles, Jos.	O'Malley, Hon. E. L.
Chapping, T.	Peoples, Rev. S. C.
Craig, La Mar.	Pfeiffer, B.
Crawford, J.	Palmer, F.
Cohen, C. N.	Prostiotic, C. F.
Chotemoff, K. A.	Packwood, A. T.
Cunningham, Miss H.	Pow Kee & Co.
Cohen, J. A.	Fukuda, S. (2)
Craig, La Mar.	Fustall Deen
Crawford, J.	Fukuda, S. (2)
Cooper, H. N.	Fowler, A. C.
Crook, La Mar.	Friedman, A.
Crawford, J.	Peter, D. (2)

List of Registered Covers in Poste Restante.

Asu Singh	Machado, A. E.
Armstrong, A.	Miller, M. S.
Abdul Karim.	Meyer, H. S.
Allah Deen	Mastowski, W. von.
Allah Dillah	Mohamed Amin
Basalchi Singh	Mannin, Asaf Khan
Brasche	Miyamoto, Y.
Blake, J.	Mokha Singh.
Boots Singh	Mohamed Saeed
Buta, (Sepny)	Amean
Blake, E.	McKerrow, H. B.
Bagat Singh	Montague, Mrs.
Bagoo, W.	Martin, R. R.
Bijne, S. R.	Mazin Khan
Benning, Geo.	Nardin, E. W.
Catesby, Dr. F.	Onslow
Gurditch, P.	O'Toole, Miss
Collins, J.	Portilla, M. de la
Chanda Singh	Platt, Lieut. R.
Ceresole, L.	Pannier, Th.
Cross, R.	Pottil, W. S.
Denis, A.	Rankin, A. W.
David, S. S.	Rauchverger, Miss F.
Drummond, E.	Reilly, S. G.
Duggan, C. W.	Rauslein, Theo.
Dabir Bux	Raita Singh, (2)
Ekman, Miss Ida	Rotchell, Mrs.
Elias, A. (3)	Reyes, Mariana
Ezotow, S.	Ralla Hakim
Ellin Dean	Rosenveig, P.
Evans, F. P. (5)	Rahmet Ali.
Eidelberg, A.	Roth, Mrs. Rachel
Fukuda, S. (2)	Rusman Ali. (2)
Fukuda, S. (2)	Rodgers, L.
Foster, B.	Ribeiro, F. J.
Goldsack, T.	Robins, Edwin
Gordon, Mrs. J.	Sonda, Miss J. (2)

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—

From London, &c., ex S.S. *Rome* and *China*.

From Australia, ex S.S. *India*.

From Persian Gulf, ex S.S. *Kilmah* and *Sintla*.

From Malabar Coast, &c., ex S.S. *Nawab* and *Rafaela*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

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